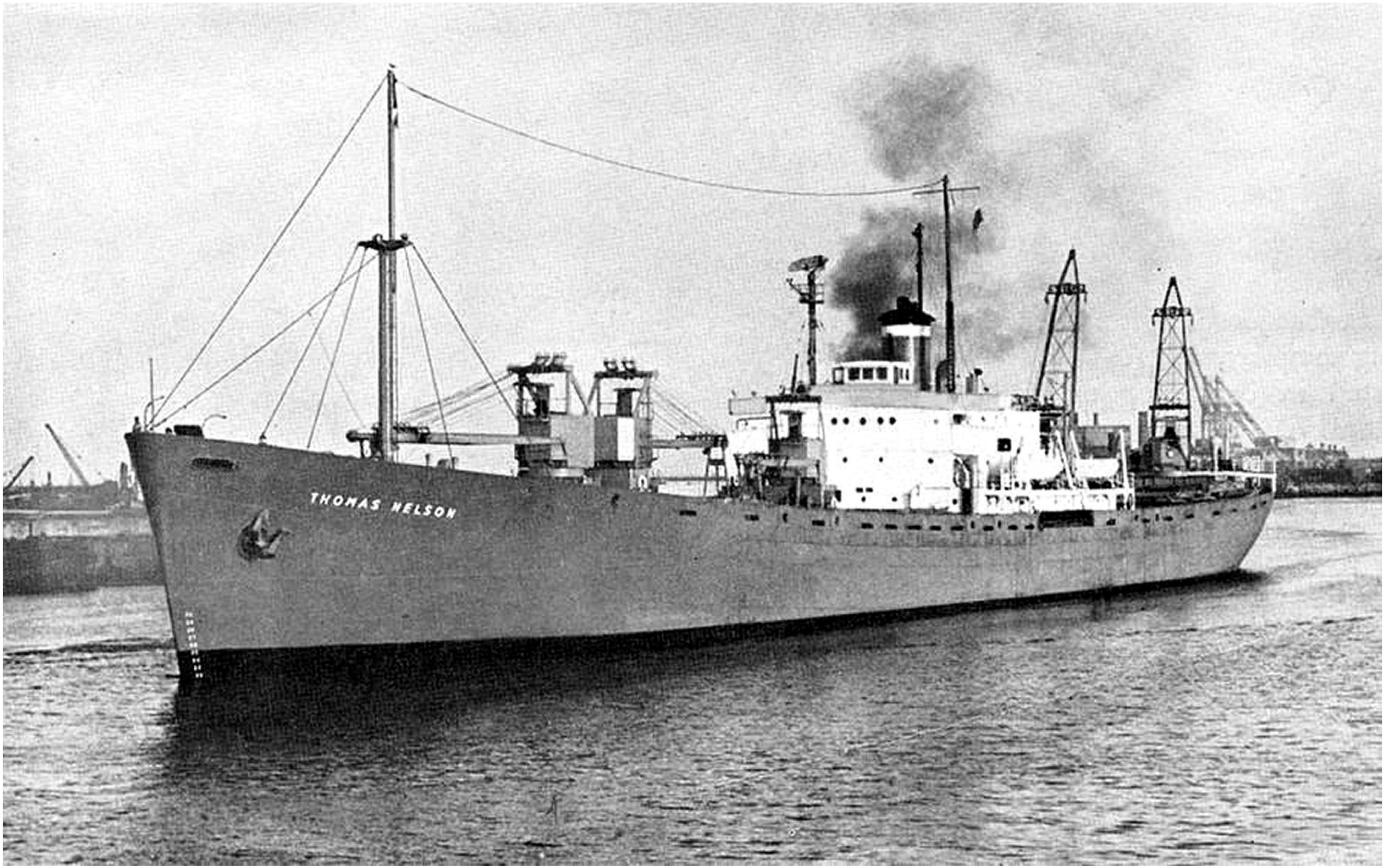
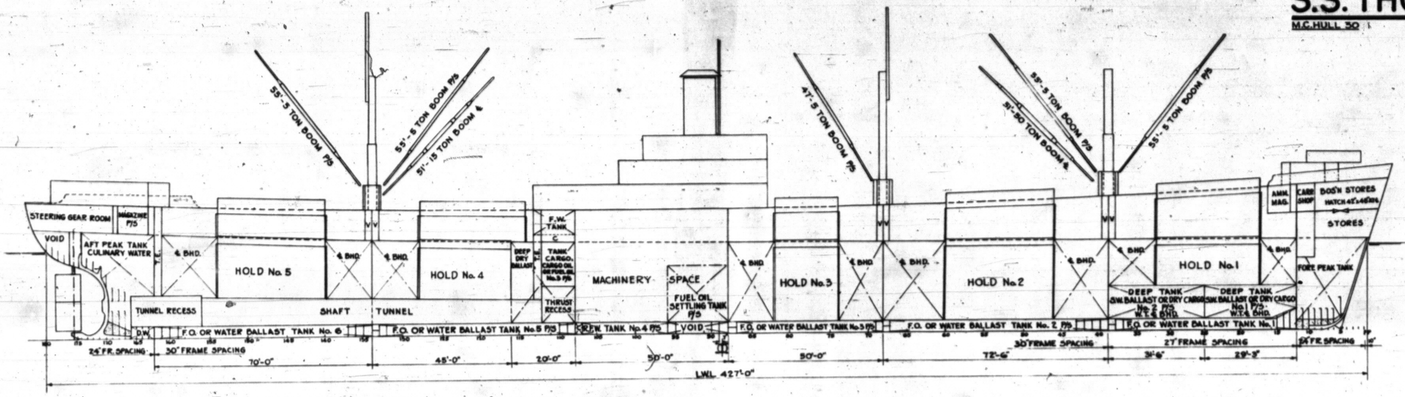
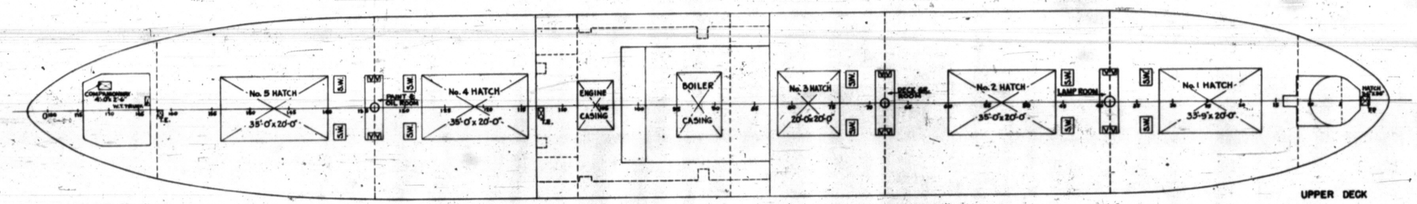
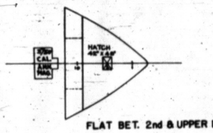

THOMAS NELSON

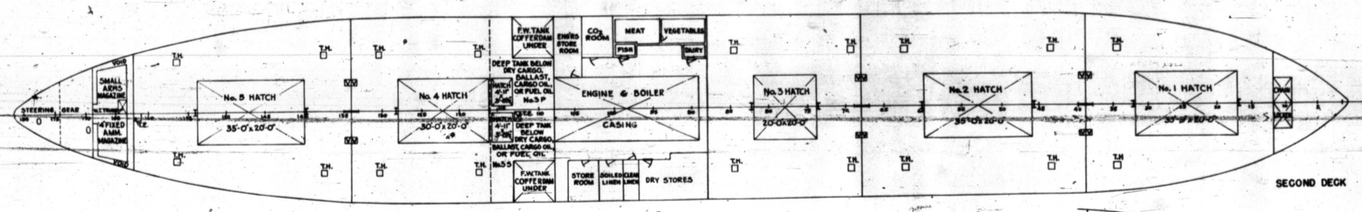
S.S. THOMAS NELSON

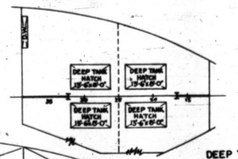
M.C. HULL 30 — B-F HULL 2017

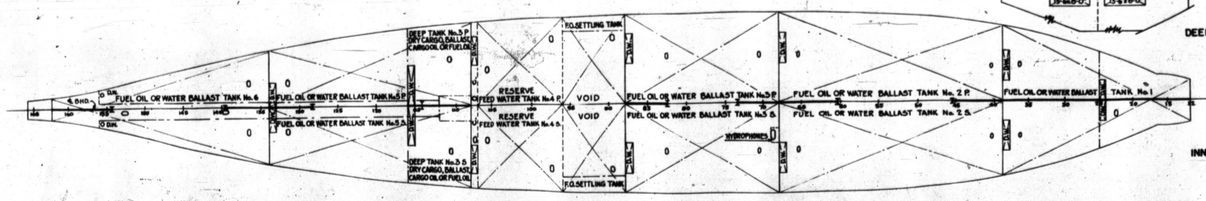












ABBREVIATION

T.E.— TUNNEL ESCAPE
T.H.— TRIMMING HATCH
D.W.— DRAIN WELL
S.W.— STEAM WINCH
V. — VENT TRUNK
C. — COFFERDAM

CARGO

COMPARTMENT		GRAIN CAP. C.F.	BALE CAP. C.F.
HOLD No.1			
	HOLD	41257	36083
	TWEEN DECKS	43143	39565
HOLD No.2			
	HOLD	98860	92008
	TWEEN DECKS	46744	42630
HOLD No.3			
	HOLD	68459	59793
	TWEEN DECKS	27970	23904
HOLD No.4			
	HOLD	58841	52574
	TWEEN DECKS	35277	29689
HOLD No.5			
	HOLD	58820	5671
	TWEEN DECKS	34570	30864
DEEP TANKS	No.1P.	3639	2729
" "	No.1S.	3639	3004
" "	No.2P.	7473	5294
" "	No.2S.	7473	5578
" "	No.3P.	13674	12506
" "	No.3S.	13188	12024
	TOTAL	562827	499816

WATER BALLAST

TANK		GAL. FT.	TONS @ 35 CF
FORE PEAK		5073	145
WATER BALLAST	No.1	5029	144
" "	No.2R	5967	170
" "	No.2S.	5967	170
" "	No.3P.	4400	126
" "	No.3S.	4365	125
" "	No.5P.	4391	125
" "	No.5P.	4391	125
" "	No.6	4118	118
AFTER PEAK—CULINARY WATER		5438	155
DEEP TANKS	No.1P.	3973	114
" "	No.1S.	3973	114
" "	No.2P.	7340	210
" "	No.2S.	7340	210
" "	No.3P.	13540	387
" "	No.3S.	13065	373
	TOTAL	98370	2811

FRESH WATER

TANK		GAL'S	TONS @ 35 CF
RESERVE FEED	No.4P.	17855	66
" "	No.4S.	17855	66
FRESH WATER	FR. 108—113P.	7541	28
" "	FR. 108—113S.	7541	28
	TOTAL	50792	188

FUEL OIL

TANK		GAL'S	TONS @ 35.25 CF
FUEL OIL TANK	No.1	36863	132
" " "	No.2P.	43742	157
" " "	No.2S.	43742	157
" " "	No.3P.	32251	116
" " "	No.3S.	31955	115
" " "	No.5P.	32185	116
" " "	No.5S.	32185	116
" " "	No.6	30183	108
	TOTAL	285106	1017
F.O. SETTLING TANK	FR.88-96P.	14083	51.
" " "	FR.88-96S.	14083	51
	TOTAL	28166	102
CARGO OIL OR FUEL OIL			
DEEP TANK	No.3P.	99257	356
" "	No.3S.	95772	344
	TOTAL	195029	700
TOTAL (ALL F.O.)		506301	1819

STORES

STORE ROOM	CU. FT.
BOS'N. STORES ON 2nd DECK F.P. TO FR.12	3034
BOS'N. STORES ON FLAT BET. 2nd & UPP. DKS.	3492
CABIN STORES 2nd DK. (FRS. 88-106)	4329
LINEN LOCKER	585
BONDED STORES	186
REFRIGERATED STORES:	
MEAT	801
FISH	173
VEGETABLES	768
DAIRY	176

PRINCIPAL DIMENSIONS

L.O.A. ..... 441'-7½"
L.B.P. (25'-3½" W.L.) ..... 416'-0"
BREADTH, MLD. ..... 56'-10 ⅜"
BREADTH, EXTREME ..... 57'-1¼"
DEPTH TO UPPER DECK, MLD. ..... 37'-4"
DEPTH TO SECOND DECK, MLD. ..... 28'-7"
DRAFT ..... 27'-9⅝"

CAPACITIES & TYPES OF WINCHES
7½"12" DBL. GEARED WINCHES FOR 5 & 15 TON BOOMS
10"x12" " " WINCH FOR 50 TON BOOM

HEIGHTS OF MASTS

FIXED MAST ABOVE DECK	FOREMAST	FR.68	40'-3 ⅜"
" " " "		FR.134	42'-11 ⅛"
" " " "	MAINMAST	FR.68	42'-2 ⅞"
" " " "		FR.134	44'-11 ⅛"
TELESCOPIC " " "	FOREMAST	FR.68	62'-11 ⅛"
" " " "		FR.134	62'-2 ⅞"

ENGINE
DIRECT ACTING CONDENSING THREE CYLINDER TRIPLE EXPANSION ENGINE DEVELOPING 2500 I.H.P. AT 76 R.P.M.

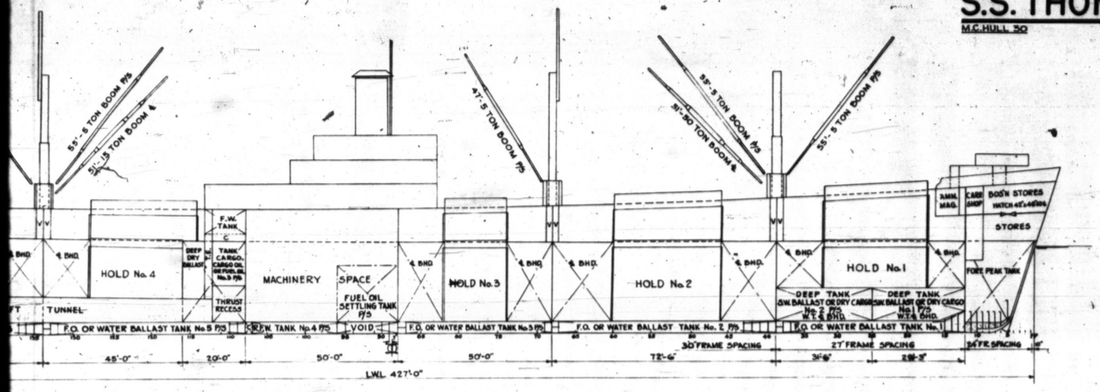
BOILERS
TWO MAIN BOILERS OF THE CROSS DRUM SECTIONAL SINUOUS HEADER STRAIGHT TUBE TYPE FITTED WITH SUPER HEATERS, BURNING BUNKER "C" FUEL OIL

DEADWEIGHT SCALE

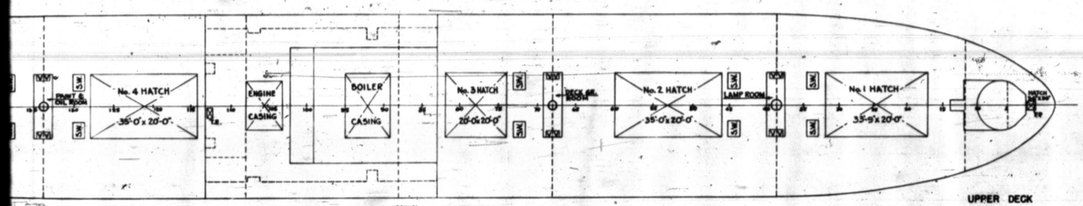
DEADWEIGHT S.W.	DRAFT	DISPLACEMENT S.W.	LOAD INCH.
10920			3337
11000	28	14257	49
		14000	48.5
	27		27-9⅝ MOLDED
10000	26	13000	48
	25		47.5
9000	24	12000	
	23		47
8000	22	11000	
			46.5
7000	21	10000	
	20		46
6000	19	9000	45.5
	18		
5000	17	8000	45
	16		44.5
4000	15	7000	
	14		44
3000	13	6000	
			43.5
2000	12	5000	43
	11		42.5
1000	10	4000	42
	9		
0	8		41.5

S.S. THOMAS NELSON

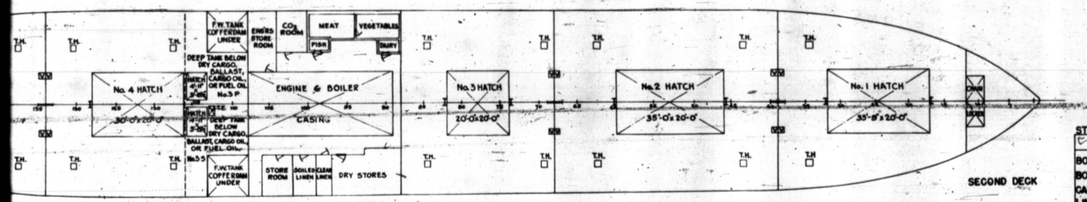
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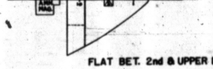
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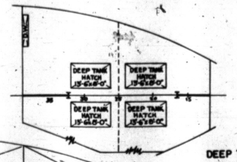
UPPER DECK



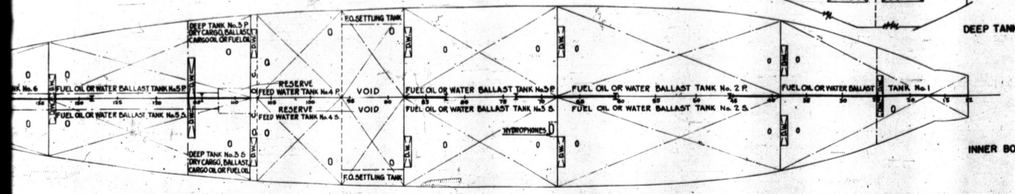
SECOND DECK



FLAT BET. 2nd & UPPER DKS.



DEEP TANK TOP



INNER BOTTOM

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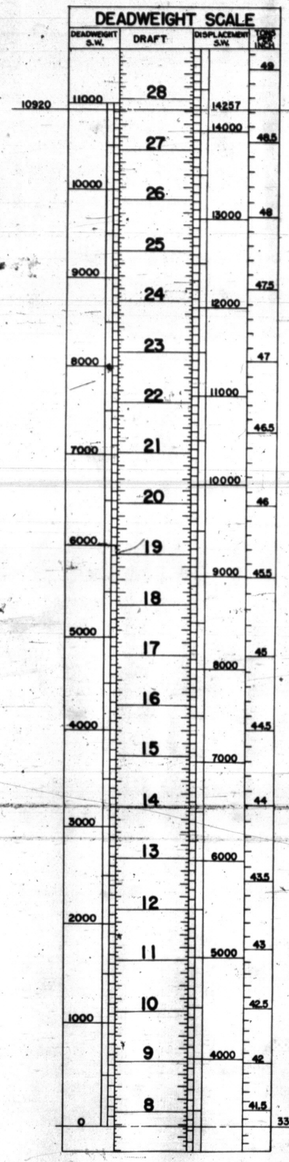
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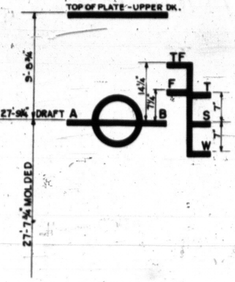
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DEADWEIGHT SCALE





NOTE:
THE LIGHT WEIGHT OF THE SHIP INCLUDES THE 4" GUN AFT., 4-20 M.M. MACHINE GUNS, 4-30 CALIBER MACHINE GUNS, 3"/50 CALIBER GUN FORWARD & AMMUNITION

DESIGN NO. EC2-S-C1

UNITED STATES MARITIME COMMISSION
EMERGENCY SHIP CONTRUCTION DIVISION

CAPACITY PLAN

SCALE 3/16" = 1'-0" — DATE APRIL 30, 1942

DRAWN P.F.R. — APPROVED
TRACED — APPROVED
CHECKED E.F.C. — APPROVED

BETHLEHEM-FAIRFIELD SHIPYARD, INCORPORATED
FAIRFIELD BALTIMORE, MD.

M.C.E. PLAN No. 14-63 / 301-312 — S29-1-1-16

APPROVED AS NOTED IN
M.C.E. LETTER DATED 27-42
M.C.E. FILE NO. 29-11(1)
BY WC-SMITH
BY